

The Sydney Morning Herald.

No. 13,307.

SYDNEY, WEDNESDAY, NOVEMBER 24, 1880.

PRICE 2d.

BIRTHS.
ADLETON—November 21, at her residence, 180, Pitt-street, the wife of Miss Anderson, of a daughter.
JEANES—November 15, at her residence, Bickland-street, Alexandra, Mrs. C. Jeanes, of a son.
WILLES—November 20, at East Doran, Parramatta, Mrs. J. V. Willes, of a son.

MARRIAGES.

BLACKMAN—HEARN.—June 2, by special license, at St. Paul's, Narrabeen, by the Rev. A. W. Bain, M.A., eldest son of Samuel Blackman, Esq., of Epsom, Surrey, to Mary Jane, widow of Charles Hearn, Esq., of Petersham.

BEVY—MARTINSON.—October 23, at Christ Church, Sydney, by Rev. C. G. Garner, Thomas C. W., second son of the late Mr. Bevy, of Martinson, Parramatta, N.S.W., with daughter of the late Mr. Martinson, of Parramatta.

MAGRATH—LOUGH.—November 10, at the residence of his parents, by the Rev. Mr. George Magrath, of Narrabull Hill, Windsor, to Ada Dean, youngest daughter of Ewbank Lough, Esq., of Darlington.

LOWE—ROBERTS.—November 15, at St. Mark's Church, Darlinghurst, the Rev. Mr. Kenneth George, eldest son of the late Geo. T. Lowe, of Varriola, to Minnie, youngest daughter of Chas. W. Roberts, of the Farms, Rose Bay.

Deaths.

BOOTH—November 23, at her parents' residence, Dowling-street, Mrs. Booth, Priscilla Emily, second daughter of John and Sarah Booth, aged 18 years.

DEAN.—November 21, at Hobart Town, Daniel Frederick Dean, aged 20 years, son of the late William Dean, Flintron, Glenmore.

HEWETTHER.—October 4, in London, Sir William L. Hewett, K.C.S.I., C.B., Member of the Council of India.

Shipping.

PACIFIC MAIL SHIP COMPANY.—OVERLAND ROUTE TO GREAT BRITAIN. THROUGH AMERICA. Under Postal Contract with New South Wales and New Zealand Governments.

The magnificent steamship of this line leaves Sydney for SAN FRANCISCO (calling at AUCKLAND and HONOLULU) every fourth THURSDAY, at 12 p.m., as follows:

Master. Tons. Commander. Date of Departure.

HANALAND 3200 9 Dec. (24 Mch.) 14 July (81)

CITY OF SYDNEY 2700 27 Jr. (19 May) 8 Sept. (81)

TESSARIS 2475 16 June (81) 6 Oct. (81)

Passengers are booked through to Liverpool, London, or Paris, with special rates for passage to America, and with the principal steamships of the White Star, Cunard, and Canadian lines from America to Liverpool.

PIENT CLASSE.—Passengers can break the journey, and stop over from one to six months at Auckland, Honolulu, or at any of the American ports, payable in gold in San Francisco, issued by the under-signed.

GILCHRIST, WATT, and CO., General Agents, 1, Beech-street, Sydney.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.—The Company's steamships (under contract with the Victorian Government) will be available for the conveyance of passengers and goods to and from SYDNEY for SOUTHPORT, VENICE, BRINDISI, EGYPT, INDIA, CHINA, and JAPAN, for Galle, King George's Sound, Adelais, and Melbourne.

Master. Tons. Commander. Date of Departure.

KERIDIVE 3560 P. E. Tomlin December 4, 1880.

ROCKHAWK 2682 R. F. Anderson December 11, 1880.

MAHOGANY 2682 R. F. Anderson December 18, 1880.

FATHAT 2682 R. Harvey January 15, 1881.

HYDASPER 2684 R. Thompson February 12, 1881.

VALHALLA 2684 R. Thompson February 19, 1881.

Passenger steamers will call at Circular Quay, and then proceed westward, and every alternate week.

The general rates of passage as they have been arranged, and the rates of fares for each of four or five large parties, and special return tickets for short periods are issued at greatly reduced rates to passengers for Europe.

No. 1, third-class or steerage passengers are carried.

All information apply at the Company's Office, 247, George-street.

COOPER KIRTON, Agent.

Sydney, November 22, 1880.

THE KERIDIVE, leaving on December 4, will proceed DIRECT to London, via Calais, and Southampton, in laid passenger.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.—FOR THE FEBRUARY WOOL SALES.

The S.S. KERIDIVE will leave Sydney for LONDON on DECEMBER 4th.

For rate of freight apply to COOPER KIRTON, Agent.

STEAM TO LONDON—ORIENT LINE.

The following steamships belonging to the ORIENT STEAM NAVIGATION COMPANY (LIMITED), and the PACIFIC STEAM NAVIGATION COMPANY, will have SYDNEY at 12 noon, noon, or 1 p.m. on the undermentioned dates for the conveyance of passengers and goods to and from the SUN CANAL, calling at NAPLES—

Master. Tons. Date. Ship. Tons. Date.

LUSITANIA 3524 Nov. 26. Cassione 3574 Feb. 4, 1881.

LEGGERA 4666 Dec. 10. Casco 3681 Feb. 18, 1881.

FOGOL 4518 Dec. 16. Aragonese 3108 Feb. 4, 1881.

CASSIOPEIA 4632 Dec. 23. Orient 3682 Feb. 15, 1881.

Carlo 4121 Jan. 21, 1881.

And the service will be maintained by succeeding steamers at intervals of a fortnight.

Passenger steamers will call at GREEK, and

ANDERSON, ANDERSON, and CO., Joint Managers of the line; or to the Agents in Sydney.

GILCHRIST, WATT, and CO.

NOTICE TO PASSENGERS FOR ENGLAND.—Steam to LONDON, via Sun Canal.

The British Shipping Company's splendid steamer

will leave Sydney for London direct, on the 1st December.

Saloon, £25; Steerage, from £15.

For rates of freight and passage, dietary scales, &c., &c., apply to Captain RIDGEWAY, on board; or to YOUNG and LARKIN, 247, George-street.

STEAM TO LONDON—ORIENT LINE.

The following steamships belonging to the ORIENT STEAM NAVIGATION COMPANY (LIMITED), and the PACIFIC STEAM NAVIGATION COMPANY, will have SYDNEY at 12 noon, noon, or 1 p.m. on the undermentioned dates for the conveyance of passengers and goods to and from the SUN CANAL, calling at NAPLES—

Master. Tons. Date. Ship. Tons. Date.

LUSITANIA 3524 Nov. 26. Cassione 3574 Feb. 4, 1881.

LEGGERA 4666 Dec. 10. Casco 3681 Feb. 18, 1881.

FOGOL 4518 Dec. 16. Aragonese 3108 Feb. 4, 1881.

CASSIOPEIA 4632 Dec. 23. Orient 3682 Feb. 15, 1881.

Carlo 4121 Jan. 21, 1881.

And the service will be maintained by succeeding steamers at intervals of a fortnight.

Passenger steamers will call at GREEK, and

ANDERSON, ANDERSON, and CO., Joint Managers of the line; or to the Agents in Sydney.

GILCHRIST, WATT, and CO.

NOTICE TO PASSENGERS FOR ENGLAND.—Steam to LONDON, via Sun Canal.

The British Shipping Company's splendid steamer

will leave Sydney for London direct, on the 1st December.

Saloon, £25; Steerage, from £15.

For rates of freight and passage, dietary scales, &c., &c., apply to Captain RIDGEWAY, on board; or to YOUNG and LARKIN, 247, George-street.

STEAM TO LONDON—ORIENT LINE.

The following steamships belonging to the ORIENT STEAM NAVIGATION COMPANY (LIMITED), and the PACIFIC STEAM NAVIGATION COMPANY, will have SYDNEY at 12 noon, noon, or 1 p.m. on the undermentioned dates for the conveyance of passengers and goods to and from the SUN CANAL, calling at NAPLES—

Master. Tons. Date. Ship. Tons. Date.

LUSITANIA 3524 Nov. 26. Cassione 3574 Feb. 4, 1881.

LEGGERA 4666 Dec. 10. Casco 3681 Feb. 18, 1881.

FOGOL 4518 Dec. 16. Aragonese 3108 Feb. 4, 1881.

CASSIOPEIA 4632 Dec. 23. Orient 3682 Feb. 15, 1881.

Carlo 4121 Jan. 21, 1881.

And the service will be maintained by succeeding steamers at intervals of a fortnight.

Passenger steamers will call at GREEK, and

ANDERSON, ANDERSON, and CO., Joint Managers of the line; or to the Agents in Sydney.

GILCHRIST, WATT, and CO.

NOTICE TO PASSENGERS FOR ENGLAND.—Steam to LONDON, via Sun Canal.

The British Shipping Company's splendid steamer

will leave Sydney for London direct, on the 1st December.

Saloon, £25; Steerage, from £15.

For rates of freight and passage, dietary scales, &c., &c., apply to Captain RIDGEWAY, on board; or to YOUNG and LARKIN, 247, George-street.

STEAM TO LONDON—ORIENT LINE.

The following steamships belonging to the ORIENT STEAM NAVIGATION COMPANY (LIMITED), and the PACIFIC STEAM NAVIGATION COMPANY, will have SYDNEY at 12 noon, noon, or 1 p.m. on the undermentioned dates for the conveyance of passengers and goods to and from the SUN CANAL, calling at NAPLES—

Master. Tons. Date. Ship. Tons. Date.

LUSITANIA 3524 Nov. 26. Cassione 3574 Feb. 4, 1881.

LEGGERA 4666 Dec. 10. Casco 3681 Feb. 18, 1881.

FOGOL 4518 Dec. 16. Aragonese 3108 Feb. 4, 1881.

CASSIOPEIA 4632 Dec. 23. Orient 3682 Feb. 15, 1881.

Carlo 4121 Jan. 21, 1881.

And the service will be maintained by succeeding steamers at intervals of a fortnight.

Passenger steamers will call at GREEK, and

ANDERSON, ANDERSON, and CO., Joint Managers of the line; or to the Agents in Sydney.

GILCHRIST, WATT, and CO.

NOTICE TO PASSENGERS FOR ENGLAND.—Steam to LONDON, via Sun Canal.

The British Shipping Company's splendid steamer

will leave Sydney for London direct, on the 1st December.

Saloon, £25; Steerage, from £15.

For rates of freight and passage, dietary scales, &c., &c., apply to Captain RIDGEWAY, on board; or to YOUNG and LARKIN, 247, George-street.

STEAM TO LONDON—ORIENT LINE.

The following steamships belonging to the ORIENT STEAM NAVIGATION COMPANY (LIMITED), and the PACIFIC STEAM NAVIGATION COMPANY, will have SYDNEY at 12 noon, noon, or 1 p.m. on the undermentioned dates for the conveyance of passengers and goods to and from the SUN CANAL, calling at NAPLES—

Master. Tons. Date. Ship. Tons. Date.

LUSITANIA 3524 Nov. 26. Cassione 3574 Feb. 4, 1881.

LEGGERA 4666 Dec. 10. Casco 3681 Feb. 18, 1881.

FOGOL 4518 Dec. 16. Aragonese 3108 Feb. 4, 1881.

CASSIOPEIA 4632 Dec. 23. Orient 3682 Feb. 15, 1881.

Carlo 4121 Jan. 21, 1881.

And the service will be maintained by succeeding steamers at intervals of a fortnight.

Passenger steamers will call at GREEK, and

ANDERSON, ANDERSON, and CO., Joint Managers of the line; or to the Agents in Sydney.

GILCHRIST, WATT, and CO.

NOTICE TO PASSENGERS FOR ENGLAND.—Steam to LONDON, via Sun Canal.

The British Shipping Company's splendid steamer

will leave Sydney for London direct, on the 1st December.

Saloon, £25; Steerage, from £15.

For rates of freight and passage, dietary scales, &c., &c., apply to Captain RIDGEWAY, on board; or to YOUNG and LARKIN, 247, George-street.

STEAM TO LONDON—ORIENT LINE.

Amusements.

THEATRE ROYAL.
Lessons Mr. Samuel Lazar.
35th WEEK IN SYDNEY,
and
75th WEEK IN THE AUSTRALIAN COLONIES.
LAST FOUR NIGHTS
of the
LONDON COMEDY COMPANY.
THIS (Wednesday) EVENING, November 24,
Byron's "The School for Scandal".
OUR BOYS.
Sir Geoffrey Champey Mr. Arthur Garner
Percival Champey (his son) Mr. Frank Carter
Peter Middwick (a clever butler)
man) Mr. Frederick Marshall
(Played by his upwards of 500 nights
in London, and throughout the
United Kingdom).
Charles Middlewick (his son) Mr. G. S. Titheradge
Samuel Mr. F. C. V. Parker
Percival Mr. J. Christie
Mary Malone Miss Blanche Stammers
Miles Monroe Mrs. George Gordon
Miles Chapman Miss Annie Taylor.

THURSDAY AND FRIDAY,
November 25 and 26.
COMPENSATORY BENEFIT TO
MR. ARTHUR GARNER.
TICKETS 1/-, 2/-, 3/-.
Send money to BLOW FOR BLOW, SCHOOL FOR SCANDAL,
THE HUNCHBACK, OUR BOYS, PYGMALION AND
GALATEA, &c.
Elaborate and realistic scenery and effects by
Mr. George Gordon.
Stage Manager, Mr. Frederick Marshall.

THE LAST TWO NIGHTS

LONDON COMEDY COMPANY.

Admission: Dress circle, 1/-; stalls, 3/-; family circle, 5/-; pit, 2/-.
Doors open at 7.30, curtain rises at 8 o'clock.
Seats in the dress circle can be secured, and stall tickets obtained from the box office, or by mail, on payment of 1/-.
Tickets for all parts of the house can now be obtained during the day at Lloyd's Hotel, Castlereagh-street, next Theatre.
ARTHUR GARNER, Manager.

THEATRE ROYAL.
SPECIAL NOTICE.
LYSTER'S ROYAL ITALIAN AND ENGLISH OPERA
COMPANY will make their first appearance on
SATURDAY, NOVEMBER 24, 1880, 27th,
on which occasion there will be given "Faust's Romantic Opera,
THE ROSE OF CASTILE".

MONDAY EVENING, November 26th,
will be given Wallace's evergreen Opera
MARITANA.

SUBSCRIPTION LIST
at
ELVIE AND CO., 31, George-street,
open
MONDAY, 2nd November, 1880,
and continue until SATURDAY, 15th November,
from
BOX PLAN
WILL BE OPEN TO THE PUBLIC.

TERMS OF SUBSCRIPTION:
Dress Circle (24 Nights), Five Guineas;
Admission on the evenings of Performance:
Dress circle, 7s 6d.; stalls, 3s; upper circle, 2s; pit, 1s.

O PERA HOUSE.
Lesser Mr. Sam Howard.
Stage Manager Mr. Edward Holloway.
GREAT SUCCESS
OF THE ROMANTIC DRAMA,
in three Acts.

THE SLAVE,
RECEIVED NIGHTLY WITH GREAT APPLAUSE.
THE SLAVE, THE SLAVE,
RECEIVED NIGHTLY WITH GREAT APPLAUSE.

THE PREMIER DRAMATIC COMPANY
in the ROMANTIC DRAMA,
THE SLAVE,
LOOK OUT FOR THE NEXT PRODUCTION,
by a Colonial Author.

Poplar prices, 2s, 2s, 1s. Box office at W. H. Paling's. Doors open at 7.30.

R. B. WISEMAN, Business Manager.
QUEEN'S THEATRE.
Manager: Messrs. Copland, Jennings, and Greville.
Stage Manager: Mr. Edward Holloway.

NOTICE UPON NOVELTY.

With permission of
Mr. W. H. LEAKE
W. H. LEAKE
W. H. LEAKE
AT BRAGGAN,
THIS EVENING.

AMERICAN ORGANS AND HARMONIUMS.
All pianos sold at this establishment are
manufactured and prepared by a company long established
in America, and purchased from the country
before they can obtain a sound instrument that will give them
every satisfaction.

BRADLEY, NEWTON, and LAMB, Auctioneers,
Spring and O'Connell streets.

Principal entrance to Show Room from O'Connell-street.

FOR PRIVATE SALE.

A HANDMADE WALNUT PIANOFORTE, by ERARD, full
compass, trichord, embodying all the latest improvements;
rich and powerful tone, 25/-.

BRADLEY, NEWTON, and LAMB,
Auctioneers and Furniture Warehouses,
Spring and O'Connell streets.

Musical Instruments.

FOR PRIVATE SALE.

PIANOS, PIANOS, PIANOS.
A large assortment, on recent arrivals, offering buyers a choice
of instruments from the most renowned makers (guaranteed
good tone, power, finish, and durability), and
equally good value for TONE, POWER, FINISH, and DURABILITY, and
UNEQUALLED FOR VALUE.

ALSO AMERICAN ORGANS AND HARMONIUMS.

All pianos sold at this establishment are
manufactured and prepared by a company long established
in America, and purchased from the country
before they can obtain a sound instrument that will give them
every satisfaction.

BRADLEY, NEWTON, and LAMB, Auctioneers,
Spring and O'Connell streets.

Principal entrance to Show Room from O'Connell-street.

FOR PRIVATE SALE.

A HANDMADE WALNUT PIANOFORTE, by ERARD, full
compass, trichord, embodying all the latest improvements;
rich and powerful tone, 25/-.

BRADLEY, NEWTON, and LAMB,
Auctioneers and Furniture Warehouses,
Spring and O'Connell streets.

FOR PRIVATE SALE.

WALNUT PIANOFORTE, by Erard, well made and reliable;
price, £55, £55, £55 10s, £55, £55.

BRADLEY, NEWTON, and LAMB,
Auctioneers and Furniture Warehouses,
Spring and O'Connell streets.

FOR PRIVATE SALE.

EXCELLENT AND SERVABLE PIANOFORTES, very
strong and durable, various sizes, from £14 to £21.

BRADLEY, NEWTON, and LAMB,
Auctioneers and Furniture Warehouses,
Spring and O'Connell streets.

FOR PRIVATE SALE.

ELEGANT PIANOFORTE in WALNUT, by Carl Rosich,
IRON ROUND, trichord, full compass, BRILLIANT in tone;

BRADLEY, NEWTON, and LAMB,
Auctioneers and Furniture Warehouses,
Spring and O'Connell streets.

PIANOFORTE AND ORGAN GALLERY.

336, George-street.

ELVY and CO. invite the attention of interested buyers to the advantages offered
by their Old-established House.

THEY SHOW THE HIGHEST CLASS PIANOS:
the prices range from £25 to £150.

ALL THEIR INSTRUMENTS CARRY BONA FIDE THE
NAME OF THE MAKERS WHO PRODUCE THEM.

ORGANS, ORGANS, ORGANS.

ELVY and CO. desirous to remind Church authorities that they
have open for their inspection a new Organ
THE GRANDEST TOWED REED INSTRUMENTS
ever heard in Australia.

ELVY and CO. are desirous of a tempting price, as the owner is
anxious to dispose of it.

A FAIRLY-TOED OLD CROMONA VIOLIN,
this instrument is offered at a tempting price, as the owner is
anxious to dispose of it.

ELVY and CO. invite the attention of interested buyers to the advantages offered
by their Old-established House.

THEY SHOW THE HIGHEST CLASS PIANOS:
the prices range from £25 to £150.

ALL THEIR INSTRUMENTS CARRY BONA FIDE THE
NAME OF THE MAKERS WHO PRODUCE THEM.

ORGANS, ORGANS, ORGANS.

ELVY and CO. desirous to remind Church authorities that they
have open for their inspection a new Organ
THE GRANDEST TOWED REED INSTRUMENTS
ever heard in Australia.

ELVY and CO. are desirous of a tempting price, as the owner is
anxious to dispose of it.

A FAIRLY-TOED OLD CROMONA VIOLIN,
this instrument is offered at a tempting price, as the owner is
anxious to dispose of it.

ELVY and CO. invite the attention of interested buyers to the advantages offered
by their Old-established House.

THEY SHOW THE HIGHEST CLASS PIANOS:
the prices range from £25 to £150.

ALL THEIR INSTRUMENTS CARRY BONA FIDE THE
NAME OF THE MAKERS WHO PRODUCE THEM.

ORGANS, ORGANS, ORGANS.

ELVY and CO. desirous to remind Church authorities that they
have open for their inspection a new Organ
THE GRANDEST TOWED REED INSTRUMENTS
ever heard in Australia.

ELVY and CO. invite the attention of interested buyers to the advantages offered
by their Old-established House.

THEY SHOW THE HIGHEST CLASS PIANOS:
the prices range from £25 to £150.

ALL THEIR INSTRUMENTS CARRY BONA FIDE THE
NAME OF THE MAKERS WHO PRODUCE THEM.

ORGANS, ORGANS, ORGANS.

ELVY and CO. desirous to remind Church authorities that they
have open for their inspection a new Organ
THE GRANDEST TOWED REED INSTRUMENTS
ever heard in Australia.

ELVY and CO. invite the attention of interested buyers to the advantages offered
by their Old-established House.

THEY SHOW THE HIGHEST CLASS PIANOS:
the prices range from £25 to £150.

ALL THEIR INSTRUMENTS CARRY BONA FIDE THE
NAME OF THE MAKERS WHO PRODUCE THEM.

ORGANS, ORGANS, ORGANS.

ELVY and CO. desirous to remind Church authorities that they
have open for their inspection a new Organ
THE GRANDEST TOWED REED INSTRUMENTS
ever heard in Australia.

ELVY and CO. invite the attention of interested buyers to the advantages offered
by their Old-established House.

THEY SHOW THE HIGHEST CLASS PIANOS:
the prices range from £25 to £150.

ALL THEIR INSTRUMENTS CARRY BONA FIDE THE
NAME OF THE MAKERS WHO PRODUCE THEM.

ORGANS, ORGANS, ORGANS.

ELVY and CO. desirous to remind Church authorities that they
have open for their inspection a new Organ
THE GRANDEST TOWED REED INSTRUMENTS
ever heard in Australia.

ELVY and CO. invite the attention of interested buyers to the advantages offered
by their Old-established House.

THEY SHOW THE HIGHEST CLASS PIANOS:
the prices range from £25 to £150.

ALL THEIR INSTRUMENTS CARRY BONA FIDE THE
NAME OF THE MAKERS WHO PRODUCE THEM.

ORGANS, ORGANS, ORGANS.

ELVY and CO. desirous to remind Church authorities that they
have open for their inspection a new Organ
THE GRANDEST TOWED REED INSTRUMENTS
ever heard in Australia.

ELVY and CO. invite the attention of interested buyers to the advantages offered
by their Old-established House.

THEY SHOW THE HIGHEST CLASS PIANOS:
the prices range from £25 to £150.

ALL THEIR INSTRUMENTS CARRY BONA FIDE THE
NAME OF THE MAKERS WHO PRODUCE THEM.

ORGANS, ORGANS, ORGANS.

ELVY and CO. desirous to remind Church authorities that they
have open for their inspection a new Organ
THE GRANDEST TOWED REED INSTRUMENTS
ever heard in Australia.

ELVY and CO. invite the attention of interested buyers to the advantages offered
by their Old-established House.

THEY SHOW THE HIGHEST CLASS PIANOS:
the prices range from £25 to £150.

ALL THEIR INSTRUMENTS CARRY BONA FIDE THE
NAME OF THE MAKERS WHO PRODUCE THEM.

ORGANS, ORGANS, ORGANS.

ELVY and CO. desirous to remind Church authorities that they
have open for their inspection a new Organ
THE GRANDEST TOWED REED INSTRUMENTS
ever heard in Australia.

ELVY and CO. invite the attention of interested buyers to the advantages offered
by their Old-established House.

THEY SHOW THE HIGHEST CLASS PIANOS:
the prices range from £25 to £150.

ALL THEIR INSTRUMENTS CARRY BONA FIDE THE
NAME OF THE MAKERS WHO PRODUCE THEM.

ORGANS, ORGANS, ORGANS.

ELVY and CO. desirous to remind Church authorities that they
have open for their inspection a new Organ
THE GRANDEST TOWED REED INSTRUMENTS
ever heard in Australia.

ELVY and CO. invite the attention of interested buyers to the advantages offered
by their Old-established House.

THEY SHOW THE HIGHEST CLASS PIANOS:
the prices range from £25 to £150.

ALL THEIR INSTRUMENTS CARRY BONA FIDE THE
NAME OF THE MAKERS WHO PRODUCE THEM.

ORGANS, ORGANS, ORGANS.

ELVY and CO. desirous to remind Church authorities that they
have open for their inspection a new Organ
THE GRANDEST TOWED REED INSTRUMENTS
ever heard in Australia.

ELVY and CO. invite the attention of interested buyers to the advantages offered
by their Old-established House.

THEY SHOW THE HIGHEST CLASS PIANOS:
the prices range from £25 to £150.

ALL THEIR INSTRUMENTS CARRY BONA FIDE THE
NAME OF THE MAKERS WHO PRODUCE THEM.

ORGANS, ORGANS, ORGANS.

ELVY and CO. desirous to remind Church authorities that they
have open for their inspection a new Organ
THE GRANDEST TOWED REED INSTRUMENTS
ever heard in Australia.

ELVY and CO. invite the attention of interested buyers to the advantages offered
by their Old-established House.

THEY SHOW THE HIGHEST CLASS PIANOS:
the prices range from £25 to £150.

ALL THEIR INSTRUMENTS CARRY BONA FIDE THE
NAME OF THE MAKERS WHO PRODUCE THEM.

ORGANS, ORGANS, ORGANS.

ELVY and CO. desirous to remind Church authorities that they
have open for their inspection a new Organ
THE GRANDEST TOWED REED INSTRUMENTS
ever heard in Australia.

ELVY and CO. invite the attention of interested buyers to the advantages offered
by their Old-established House.

THEY SHOW THE HIGHEST CLASS PIANOS:
the prices range from £25 to £150.

ALL THEIR INSTRUMENTS CARRY BONA FIDE THE
NAME OF THE MAKERS WHO PRODUCE THEM.

ORGANS, ORGANS, ORGANS.

ELVY and CO. desirous to remind Church authorities that they
have open for their inspection a new Organ
THE GRANDEST TOWED REED INSTRUMENTS
ever heard in Australia.

ELVY and CO. invite

a very effectual way of getting rid of the suit would be by marrying them to one another; but it would be useless to attempt to bring about the match so long as the lawsuit ran on and engendered mutual resentment. Mr. LOADER did not evince a more practical appreciation of difficulties when we are apprised by telegraph, he advocated uniformity of gauge in the several railway systems of Queensland, Victoria, New South Wales, and Adelaide. No one doubts that this would be a most desirable adjustment to bring about, but it has been seldom quoted as a preliminary step to facilitate federation, for the very strong reason that it is generally believed that federation would be much more easily accomplished as a preliminary to an adjustment to railway gauges than vice versa. Queensland and New South Wales have each a distinct gauge, while that of Victoria again differs from both. Yet the two former colonies, at any rate, are quite satisfied that the gauge they have respectively adopted suits their particular circumstances better than any other; and, so far from a proposition to make alterations operating as an inducement to federation, it would probably serve to check any disposition which might otherwise exist. Again, Mr. LOADER's recommendation that the Indian and coolie labour should be permitted to South Australia and Queensland, under the proposed federation, would not prove the gracious concession or the mollifying arrangement he appears to imagine. The white working man is a potent being in Queensland politics, and coloured labour is his *bête noire*. To promise such boons as the above inducements to federation would merely be to range against the idea the whole force of a powerful, if not predominant, political party within the colony so invited.

Mr. BRONTE appears to be once more urging on the Government his plan for dealing with Irish estates by means of Government intervention. He would have the Government buy large estates and subdivide them into small ones. It is contrary to English habits and instincts to have Government dabbled in land transactions of this kind, and the objections which are made to the scheme lie upon the surface. But at the same time, the situation being a peculiar one, there is a justification for diverging from the beaten path. If all the large estates in Ireland were held on titles that were perfectly clear, and were quite unembarrassed with entails and settlements, it is probable enough that many Irish landlords would be glad to break up their properties and sell. But they are not in a position to do so; and apart from the traditional attachment to broad acres, they are unable to do anything more than keep the family estate maintained as well as possible. But under the authority of an Act of Parliament the Government would be able to deal with these difficulties. If the Government sold the small farms outright they would, no doubt, fetch a good price, but there would be some risk of their falling ultimately into the hands of usurers. It would be quite possible, however, to lease them with a right of purchase, or on a system of payment by instalments. We are so familiar in these colonies with the idea of Government being a landlord, and having tenants of all sizes and degrees that it should not see the same difficulty in the Government having a tenantry that is felt in England. We know the dangers, both political and social, to which that relationship gives rise; but they would not be proportionately so great in the United Kingdom as here. In this colony squatters and selectors combined form an influential portion of the community, and can put the pressure upon members of Parliament. But the Government tenants in Ireland could, under any circumstances, only form a small portion of the community, and would stand a very small chance of getting their covenants cancelled in the House of Commons.

NEWS OF THE DAY.

By proclamation in a supplement to yesterday's *Government Gazette*, under the hand and seal of his Excellency the Governor, Lord Augustus Loftus, G.C.B., the Parliament of New South Wales summoned to meet for the dispatch of business at noon on Wednesday, the 15th day of December. The Legislative Council is further prorogued to that time. From the table we publish in another column, of members already elected to the new Parliament, it will be seen that the elections in 35 out of the 72 electorates into which the colony is divided have taken place, and that 64 out of the 108 members to be returned have been elected. The polling for the Shoalhaven took place yesterday, but the result is not yet to hand. Shoalhaven returns one member, and there are two candidates, Mr. John Rosey and Mr. F. T. Humphrey.

Sir Henry Parkes (Premier) and the Hon. J. Watson (Colonial Treasurer) leave Sydney this morning by special train, at 20 minutes past 5 o'clock, and expect to arrive at Melbourne before 1 o'clock to-morrow morning, thus making the trip in about 10 hours. The object of their visit is to open the new Parliament of the representatives of New South Wales, Victoria, and South Australia. Sir Henry Parkes and Mr. Watson will probably be absent on a week.

It was intimated some time ago that a block of land in Elizabeth-street, between Bathurst and Park streets, was to be resumed by the Government for the purpose of creating a Free Public Library room. There has been reason to believe that since it became publicly known that the Government intended taking that step there have been numerous representations in the land, the effect of which have been greatly to increase the price, and that render it necessary for the Government to incur several thousand pounds additional expenditure in the purchase of the land. It has, therefore, been determined to abandon the intention of taking that block of land, and a meeting of the Executive Council the Government received legal possession of the block of land lying between Elizabeth and Castlereagh streets, bounded on the south by Market-street, and on the north by the boundary of the site of St. James's school.

We learn on reliable authority, that the arbitrators in the matter of the claim for compensation made by the Milburn Copper Mining Company against the Government have awarded the company £10,000. Some of our readers may remember that the company took up a mineral lease at Milburn Creek, and expended a large sum of money in developing the mine, while another party "junked" the claim, and the lease issued by the Government having been found to be defective, the company were ejected. After protracted legal proceedings the company made a claim against the Government for compensation on the ground that the Government were responsible for the company's losses, having issued a defective lease. The Government virtually acknowledged liability, but decided to refer the question of the amount of compensation to arbitration. Mr. E. Combe, C.M.G., Mr. John Pope, J.P., and Mr. J. S. Mitchell were appointed arbitrators. Mr. C. E. Pilcher, instructed by Mr. McLauchlan, appearing on behalf of the claimants, and Mr. G. C. Davis, instructed by the Crown Solicitor, on behalf of the Government. After an inquiry, extending over nearly three weeks, the whole of the evidence being taken by a shorthand writer, and verified by the witnesses, the arbitrators awarded the amount of compensation above stated.

The three main telegraph lines connecting Sydney with Melbourne, Adelaide, and Brisbane, respectively, were working very badly all night; in fact, for some time communication was completely interrupted. Up to a late hour this morning the direct line to Melbourne was down, and messages had to be sent via Adelaide. The line to that place was only worked at intervals, and thus there was considerable delay in the transmission of messages.

Messrs. Gilchrist, Watt, and Company, are in receipt of a cable message advising the departure of the R. M. S. Australia from San Francisco for Sydney on the 21st instant.

The P. & O. Company's steamer Bohkara, with the English mails, via Suez, to October 22, is due at King George's Sound to-night.

In the Supreme Court yesterday, His Honour the Chief Justice, in the Banco Court, remitted the trial of Hopkins v. the Gas Company, for damages for injuries caused by an explosion of gas at the drapers' shop of Messrs. Hopkins and Alfred in George-street. The defendants consented to a verdict for the plaintiffs,

with damages £1,000. His Honor then proceeded with the trial of the malicious prosecution case, Killes v. Jenkins, which was not concluded when the court rose. His Honor Mr. Justice Hargrave, Primary Judge, presided in the Equity Court; and, after dealing with ex parte matters, made two orders in the Underwood estate—the one for the payment out of Court of a sum of money to the family of the late Richard Underwood; the other for the removal of commission to the trustees. His Honor Mr. Justice Windover, after disposing of the common law questions in the public chamber, presided in the Jury Court. In the Bank of New South Wales v. Palmer, for money due for rent of an hotel at Cronulla, mortgaged to the bank, a verdict was given for the bank for the amount claimed, £84 10s. His Honor directed a verdict for the plaintiff. Dancing Master, then commenced, Brother T. Morgan acting as M.C., and some 350 individuals taking part; and it was a late hour before the festivities concluded.

We understand that arrangements have been made to shoot off the Naval Brigade Gun Match (prize for which has been awarded by the Rifle Association) from Middle Head, on Saturday next, the 27th instant, at 3 p.m. The targets will be moored between the headland, at about a mile distant from the battery. Passing vessels and boating parties are requested to keep out of the line of fire.

At the Central Police Court, yesterday, seven persons charged with personating at the West Sydney election on Monday, were brought into custody, and remained on bail until Tuesday next to answer the charge. At the New South Police Court, John Hartman, for personating at the Macdonald booth, on Monday, was committed for trial at the next Quarter Sessions.

We learn that the Woolloola and Waverley Omnibus Company are going to dispose of the whole of their horses and plant on Monday, 6th of December. It was the intention of the directors to keep their vehicles on the line until the tramway had got into working order; but the present state of the road is such that they have determined not to risk any longer a serious accident to their vehicles and perhaps injury to their passengers. The officers of the Government have examined the road for the tramway, and left it in that state for some time past. On each side are hillocks of earth, and when vehicles attempt to pass each other, the drivers have to exercise very great care in order either to prevent a collision or a capsize, the space between the kerbing and the excavation being so narrow. The tram Commissioners have not yet received notices of the intended action of the company, but it is probable that they will be informed of it to-day. It is believed that some of the drivers of the company and others will purchase the "buses" and endeavour to keep this means of intercommunication between Woolloola and Waverley and the city until the tramway is constructed.

At the ordinary meeting of the City Council, held yesterday, under the presidency of His Worship the Mayor, it was resolved to appoint an examiner of the Mayors, and, after considerable discussion, to pay Messrs. Barron, Motham, and Co. the sum of £1150 for the supply of the asphaltic roads laid in George-street, between King and Market streets. Alderman Davies has given notice of motion to rescind the latter of these resolutions. At the luncheon given by the Mayor his Worship stated, in responding to the toast of his health, that he had been asked to contest the chair again, but as he did not think it was right for any person to occupy the position for more than a year he had declined.

The weather yesterday was exceedingly oppressive during the greater part of the day; but a light southerly wind sprang up in the afternoon, and during the night a few showers fell, but there was only sufficient moisture to lay the dust. Early this morning rain began to fall steadily, and there appeared to be every prospect of its continuing.

The return of the revenue and expenditure in connection with the railways of New South Wales are thus commented upon in *Tuesday's Echo*:—"The other day we mentioned that the net earnings on our railways fell from £300,001 in 1878 to £247,946 in 1879, although there was a larger mileage open and a larger number of passengers and goods. From a further examination of the 'Statistical Register,' we have the following figures:—The total earnings of the Railways for 1879 were £1,004,854—altogether, £11,482,988. It therefore follows that last year the railways of the colony, with net earnings amounting to £247,946, yielded only 9·6 per cent. on the gross expenditure for construction. Assuming that our loans now cost us 4 per cent., we have the fact that we lost within a trifling of 1 per cent., or something over £100,000, last year by the railways; or, to state it more accurately, the whole public of the colony gave those who used the railways the benefit of the traffic at £100,000 below cost price. That is a most unsatisfactory state of affairs. Up to the end of the year 1878, the expenditure on the railways had been £10,277,850; and £36,001, the net earnings of the lines that year, gave a return of 8·6 per cent., not a paying return certainly, but still one more than seven has been given by the railways in 1879. Notwithstanding, it seems that the rates are not sufficiently low for some people, although Sir Henry Parker showed the delegation at Orange the other day that they were lower than those on the railway lines of any other colony. It is also to be borne in mind that the working expenses of the corporation to the receipts were made as clear as possible, in view of the demands for a diminution of fare and rates from various quarters. The total expenditure on railways up to the end of 1879 on finished lines was £10,428,152, and on those that were unfinanced £1,004,854—altogether, £11,432,988. If therefore follows that last year the railways of the colony, with net earnings amounting to £247,946, yielded only 9·6 per cent. on the gross expenditure for construction. Assuming that our loans now cost us 4 per cent., we have the fact that we lost within a trifling of 1 per cent., or something over £100,000, last year by the railways; or, to state it more accurately, the whole public of the colony gave those who used the railways the benefit of the traffic at £100,000 below cost price. That is a most unsatisfactory state of affairs. Up to the end of the year 1878, the expenditure on the railways had been £10,277,850; and £36,001, the net earnings of the lines that year, gave a return of 8·6 per cent., not a paying return certainly, but still one more than seven has been given by the railways in 1879. Notwithstanding, it seems that the rates are not sufficiently low for some people, although Sir Henry Parker showed the delegation at Orange the other day that they were lower than those on the railway lines of any other colony. It is also to be borne in mind that the working expenses of the corporation to the receipts were made as clear as possible, in view of the demands for a diminution of fare and rates from various quarters. The total expenditure on railways up to the end of 1879 on finished lines was £10,428,152, and on those that were unfinanced £1,004,854—altogether, £11,432,988. If therefore follows that last year the railways of the colony, with net earnings amounting to £247,946, yielded only 9·6 per cent. on the gross expenditure for construction. Assuming that our loans now cost us 4 per cent., we have the fact that we lost within a trifling of 1 per cent., or something over £100,000, last year by the railways; or, to state it more accurately, the whole public of the colony gave those who used the railways the benefit of the traffic at £100,000 below cost price. That is a most unsatisfactory state of affairs. Up to the end of the year 1878, the expenditure on the railways had been £10,277,850; and £36,001, the net earnings of the lines that year, gave a return of 8·6 per cent., not a paying return certainly, but still one more than seven has been given by the railways in 1879. Notwithstanding, it seems that the rates are not sufficiently low for some people, although Sir Henry Parker showed the delegation at Orange the other day that they were lower than those on the railway lines of any other colony. It is also to be borne in mind that the working expenses of the corporation to the receipts were made as clear as possible, in view of the demands for a diminution of fare and rates from various quarters. The total expenditure on railways up to the end of 1879 on finished lines was £10,428,152, and on those that were unfinanced £1,004,854—altogether, £11,432,988. If therefore follows that last year the railways of the colony, with net earnings amounting to £247,946, yielded only 9·6 per cent. on the gross expenditure for construction. Assuming that our loans now cost us 4 per cent., we have the fact that we lost within a trifling of 1 per cent., or something over £100,000, last year by the railways; or, to state it more accurately, the whole public of the colony gave those who used the railways the benefit of the traffic at £100,000 below cost price. That is a most unsatisfactory state of affairs. Up to the end of the year 1878, the expenditure on the railways had been £10,277,850; and £36,001, the net earnings of the lines that year, gave a return of 8·6 per cent., not a paying return certainly, but still one more than seven has been given by the railways in 1879. Notwithstanding, it seems that the rates are not sufficiently low for some people, although Sir Henry Parker showed the delegation at Orange the other day that they were lower than those on the railway lines of any other colony. It is also to be borne in mind that the working expenses of the corporation to the receipts were made as clear as possible, in view of the demands for a diminution of fare and rates from various quarters. The total expenditure on railways up to the end of 1879 on finished lines was £10,428,152, and on those that were unfinanced £1,004,854—altogether, £11,432,988. If therefore follows that last year the railways of the colony, with net earnings amounting to £247,946, yielded only 9·6 per cent. on the gross expenditure for construction. Assuming that our loans now cost us 4 per cent., we have the fact that we lost within a trifling of 1 per cent., or something over £100,000, last year by the railways; or, to state it more accurately, the whole public of the colony gave those who used the railways the benefit of the traffic at £100,000 below cost price. That is a most unsatisfactory state of affairs. Up to the end of the year 1878, the expenditure on the railways had been £10,277,850; and £36,001, the net earnings of the lines that year, gave a return of 8·6 per cent., not a paying return certainly, but still one more than seven has been given by the railways in 1879. Notwithstanding, it seems that the rates are not sufficiently low for some people, although Sir Henry Parker showed the delegation at Orange the other day that they were lower than those on the railway lines of any other colony. It is also to be borne in mind that the working expenses of the corporation to the receipts were made as clear as possible, in view of the demands for a diminution of fare and rates from various quarters. The total expenditure on railways up to the end of 1879 on finished lines was £10,428,152, and on those that were unfinanced £1,004,854—altogether, £11,432,988. If therefore follows that last year the railways of the colony, with net earnings amounting to £247,946, yielded only 9·6 per cent. on the gross expenditure for construction. Assuming that our loans now cost us 4 per cent., we have the fact that we lost within a trifling of 1 per cent., or something over £100,000, last year by the railways; or, to state it more accurately, the whole public of the colony gave those who used the railways the benefit of the traffic at £100,000 below cost price. That is a most unsatisfactory state of affairs. Up to the end of the year 1878, the expenditure on the railways had been £10,277,850; and £36,001, the net earnings of the lines that year, gave a return of 8·6 per cent., not a paying return certainly, but still one more than seven has been given by the railways in 1879. Notwithstanding, it seems that the rates are not sufficiently low for some people, although Sir Henry Parker showed the delegation at Orange the other day that they were lower than those on the railway lines of any other colony. It is also to be borne in mind that the working expenses of the corporation to the receipts were made as clear as possible, in view of the demands for a diminution of fare and rates from various quarters. The total expenditure on railways up to the end of 1879 on finished lines was £10,428,152, and on those that were unfinanced £1,004,854—altogether, £11,432,988. If therefore follows that last year the railways of the colony, with net earnings amounting to £247,946, yielded only 9·6 per cent. on the gross expenditure for construction. Assuming that our loans now cost us 4 per cent., we have the fact that we lost within a trifling of 1 per cent., or something over £100,000, last year by the railways; or, to state it more accurately, the whole public of the colony gave those who used the railways the benefit of the traffic at £100,000 below cost price. That is a most unsatisfactory state of affairs. Up to the end of the year 1878, the expenditure on the railways had been £10,277,850; and £36,001, the net earnings of the lines that year, gave a return of 8·6 per cent., not a paying return certainly, but still one more than seven has been given by the railways in 1879. Notwithstanding, it seems that the rates are not sufficiently low for some people, although Sir Henry Parker showed the delegation at Orange the other day that they were lower than those on the railway lines of any other colony. It is also to be borne in mind that the working expenses of the corporation to the receipts were made as clear as possible, in view of the demands for a diminution of fare and rates from various quarters. The total expenditure on railways up to the end of 1879 on finished lines was £10,428,152, and on those that were unfinanced £1,004,854—altogether, £11,432,988. If therefore follows that last year the railways of the colony, with net earnings amounting to £247,946, yielded only 9·6 per cent. on the gross expenditure for construction. Assuming that our loans now cost us 4 per cent., we have the fact that we lost within a trifling of 1 per cent., or something over £100,000, last year by the railways; or, to state it more accurately, the whole public of the colony gave those who used the railways the benefit of the traffic at £100,000 below cost price. That is a most unsatisfactory state of affairs. Up to the end of the year 1878, the expenditure on the railways had been £10,277,850; and £36,001, the net earnings of the lines that year, gave a return of 8·6 per cent., not a paying return certainly, but still one more than seven has been given by the railways in 1879. Notwithstanding, it seems that the rates are not sufficiently low for some people, although Sir Henry Parker showed the delegation at Orange the other day that they were lower than those on the railway lines of any other colony. It is also to be borne in mind that the working expenses of the corporation to the receipts were made as clear as possible, in view of the demands for a diminution of fare and rates from various quarters. The total expenditure on railways up to the end of 1879 on finished lines was £10,428,152, and on those that were unfinanced £1,004,854—altogether, £11,432,988. If therefore follows that last year the railways of the colony, with net earnings amounting to £247,946, yielded only 9·6 per cent. on the gross expenditure for construction. Assuming that our loans now cost us 4 per cent., we have the fact that we lost within a trifling of 1 per cent., or something over £100,000, last year by the railways; or, to state it more accurately, the whole public of the colony gave those who used the railways the benefit of the traffic at £100,000 below cost price. That is a most unsatisfactory state of affairs. Up to the end of the year 1878, the expenditure on the railways had been £10,277,850; and £36,001, the net earnings of the lines that year, gave a return of 8·6 per cent., not a paying return certainly, but still one more than seven has been given by the railways in 1879. Notwithstanding, it seems that the rates are not sufficiently low for some people, although Sir Henry Parker showed the delegation at Orange the other day that they were lower than those on the railway lines of any other colony. It is also to be borne in mind that the working expenses of the corporation to the receipts were made as clear as possible, in view of the demands for a diminution of fare and rates from various quarters. The total expenditure on railways up to the end of 1879 on finished lines was £10,428,152, and on those that were unfinanced £1,004,854—altogether, £11,432,988. If therefore follows that last year the railways of the colony, with net earnings amounting to £247,946, yielded only 9·6 per cent. on the gross expenditure for construction. Assuming that our loans now cost us 4 per cent., we have the fact that we lost within a trifling of 1 per cent., or something over £100,000, last year by the railways; or, to state it more accurately, the whole public of the colony gave those who used the railways the benefit of the traffic at £100,000 below cost price. That is a most unsatisfactory state of affairs. Up to the end of the year 1878, the expenditure on the railways had been £10,277,850; and £36,001, the net earnings of the lines that year, gave a return of 8·6 per cent., not a paying return certainly, but still one more than seven has been given by the railways in 1879. Notwithstanding, it seems that the rates are not sufficiently low for some people, although Sir Henry Parker showed the delegation at Orange the other day that they were lower than those on the railway lines of any other colony. It is also to be borne in mind that the working expenses of the corporation to the receipts were made as clear as possible, in view of the demands for a diminution of fare and rates from various quarters. The total expenditure on railways up to the end of 1879 on finished lines was £10,428,152, and on those that were unfinanced £1,004,854—altogether, £11,432,988. If therefore follows that last year the railways of the colony, with net earnings amounting to £247,946, yielded only 9·6 per cent. on the gross expenditure for construction. Assuming that our loans now cost us 4 per cent., we have the fact that we lost within a trifling of 1 per cent., or something over £100,000, last year by the railways; or, to state it more accurately, the whole public of the colony gave those who used the railways the benefit of the traffic at £100,000 below cost price. That is a most unsatisfactory state of affairs. Up to the end of the year 1878, the expenditure on the railways had been £10,277,850; and £36,001, the net earnings of the lines that year, gave a return of 8·6 per cent., not a paying return certainly, but still one more than seven has been given by the railways in 1879. Notwithstanding, it seems that the rates are not sufficiently low for some people, although Sir Henry Parker showed the delegation at Orange the other day that they were lower than those on the railway lines of any other colony. It is also to be borne in mind that the working expenses of the corporation to the receipts were made as clear as possible, in view of the demands for a diminution of fare and rates from various quarters. The total expenditure on railways up to the end of 1879 on finished lines was £10,428,152, and on those that were unfinanced £1,004,854—altogether, £11,432,988. If therefore follows that last year the railways of the colony, with net earnings amounting to £247,946, yielded only 9·6 per cent. on the gross expenditure for construction. Assuming that our loans now cost us 4 per cent., we have the fact that we lost within a trifling of 1 per cent., or something over £100,000, last year by the railways; or, to state it more accurately, the whole public of the colony gave those who used the railways the benefit of the traffic at £100,000 below cost price. That is a most unsatisfactory state of affairs. Up to the end of the year 1878, the expenditure on the railways had been £10,277,850; and £36,001, the net earnings of the lines that year, gave a return of 8·6 per cent., not a paying return certainly, but still one more than seven has been given by the railways in 1879. Notwithstanding, it seems that the rates are not sufficiently low for some people, although Sir Henry Parker showed the delegation at Orange the other day that they were lower than those on the railway lines of any other colony.

TELEGRAPHY IN NEW SOUTH WALES.

The following interesting history of the establishment and progress of the electric telegraph in New South Wales was given in the *Sydney Mail* of November 6:—

Amongst the many evidences of the rapidity which has marked the development of the Australian colonies there are, perhaps, none which more satisfactorily prove our rapid progress than the development of the electric telegraph, which has now connected nearly every village and township in the whole of this vast continent which together may now almost be designated the Australian nation. In all the departments of internal communication we find evidence of the existence of the same rigid demand, and corresponding desire upon the part of responsible Government to meet that demand by an extension in all directions of railways and telegraphs. The history of the growth and progress of each of these means of communication in our own colony forms a deeply interesting study; and we propose, at this time, to pass under review our system of electric telegraph—a means of communication which here, as elsewhere, has done so much not only to improve our condition socially and commercially, but to bring our scattered population within easy range for social and political communication and protection.

In dealing with our Telegraph Department it will be convenient to speak shortly of the circumstances which surrounded its first establishment; then of the construction of the lines and various systems of working which have from time to time been adopted; and then examining statistically the amount of work performed and the revenue resulting therefrom.

In July, 1853, at a conference of a century back, Sir William Denison, in response to an address ordered upon the motion of Sir Henry (then Mr.) Parkes, informed the Legislature that in the then "present state of the colony there does not appear to be any demand for the adoption of these rapid means of conveying intelligence as would justify an application to the Council for its sanction to a large outlay which would be required for the establishment of an electric telegraph upon the most economical principle." Such was the opinion of Sir William at the time, and it is needless to say that, acting upon that opinion, the matter was allowed to rest. It was not long, however, before the necessity for some steps to be taken in this direction again asserted itself, and, in the latter part of the same year, Captain Towne opened up the subject by submitting to the Colonial Secretary of the day an estimate prepared by Mr. M. Gowan, Superintendent of Telegraphs in Melbourne, of the probable cost of constructing a line from Sydney to Melbourne and from Sydney to Parramatta. Captain Towne's letter resulted in the Governor-General directing the Railway Commissioners to place themselves in communication with the agent of one of the electric telegraph companies with a view to establishing a line to Victoria and, eventually, along all the lines of railway. The commissioners, however, were opposed to the idea, and informed the Governor that they believed "the railways then in course of construction could be advantageously worked for some time to come without the aid of an electric telegraph," and they added an argument in support of their opposition to the idea which, judged by the light of the present time, will probably create a smile upon the face of any of those gentlemen who may chance to read this.—"that lines of overland telegraphic wires, if carried through the unleared bush, would be constantly liable to interruption, not only from falling timber and bush fires, but also from theft."

Nothing further appears to have been done until August of the following year, when Mr. Saul Samuel (now our Agent-General), having visited Melbourne and made himself acquainted with the working of telegraphs in that colony, urged upon the consideration of the Government that the time had arrived when it must be apparent to all that the formation of electric lines of communication ought no longer to be delayed if this colony is to maintain its position with regard to the sister colonies of Victoria, South Australia, and Tasmania; and he concluded his report by offering to construct a line from Sydney to Albany, to provide the requisite apparatus, and, if necessary, to find a competent staff of operators and assistants, and to work the line for a period of 12 months after its completion. The Government took the matter up warmly; and on the 31st October following, Sir Henry Parkes moved for, and obtained, a select committee, consisting of Mr. Arnold, Mr. Pickett, Mr. Hay, Mr. Macarthur, Mr. Irving, Mr. Cowper, Mr. Weeks, and himself, to consider and report upon the subject of the introduction into New South Wales of the electric telegraph, more especially with reference to the rapid extension of that means of communication in the adjacent colony of Victoria. That committee sat from the 2nd to the 10th December, 1856; and on the 16th inst. Sir Henry Parkes, as chairman, brought up its report, which recommended—I. That immediate steps be taken, in concert with the Government of Victoria, to connect the cities of Sydney and Melbourne by electric telegraph. 2. That a sum not exceeding £38,000 be placed upon the Estimates for 1857 for that purpose. The report further recommended the desirability of connecting Bathurst with the metropolis. It was adopted by both Houses of Parliament, after being carefully considered, and the colony was at last committed to the establishment of electric telegraphs.

Such then were the circumstances surrounding the introduction of this means of communication into this colony; and although the difficulties naturally accompanying undertakings of this kind in a comparatively new country were more than ordinarily oppressive, arising principally from the inability of contractors to carry on the work through ignorance of its nature, yet they were one by one gradually surmounted; and we find that on the 26th January, 1858, the lines from Sydney to South Head, and Sydney to Liverpool, were opened in due form by His Excellency the Governor-General. The department thus inaugurated was at first placed under Captain Marindale, R.E., Commissioner for Internal Communication; but was under the immediate supervision of Mr. E. C. Cricknell (now Chief Superintendent of Telegraphs, New South Wales); and the work of connecting Sydney and Melbourne was vigorously proceeded with under the guidance of the latter gentleman. The idea thrown out by those who were examined at the Select Committee, that the wires should be carried on the forest trees, was, of course, altogether abandoned by Mr. Cricknell, who had attained an extensive experience of the construction of telegraphs in other countries, and his determination to copy the lines as far as possible, of iron or wooden poles, especially along the route of our railway lines.

Whilst every regard has been paid to the durability of the supports, equal care has been bestowed on the character of the conducting wire and its insulation. As an instance of the general good quality of our conducting wires, the excellent state of order, as regards their insulation, in which they have been maintained, and the favourable climatic influences under which our lines are enabled to be worked, it may be mentioned that the length of our direct-working circuits is much greater than that of either England or America, and probably also that of Europe. In those countries the circuits, as a rule, are confined to limits of about 300 miles, rendering the use of "repeaters" frequent and necessary, and therefore increasing considerably the working expenses of the various lines. With us, on the other hand, we have been able to economize our expenditure to a large extent by working direct to much longer distances. On our main Southern line we work a duplex system to Melbourne, 600 miles; to any two places, and not a time interval, as the staff and ticket system only provides; so with the former absolute safety exists from collision by meeting or following trains.

We cannot better conclude our remarks upon the various systems which have been adopted than by referring to the very interesting collection of telegraphic apparatus which was exhibited by our Telegraph Department at the Garden Palace, and is now being exhibited in the New South Wales Court at the Melbourne Exhibition. This collection is admitted to be the most perfect exhibit of the kind ever seen in the Southern Hemisphere, and comprises specimens of all the principal telegraphic instruments which have been used from the old five-needle instrument of Cook and Wheatestone, when five wires were necessary to send one message, up to the Cowper writing telegraph instrument patented in 1879, by which means the sender of the message to a distant station can write his despatch with his own pencil, which message will be reproduced at the receiving station, including in the series the alphabetical Morse, type-printing, automatic, and other systems, as well as the latest achievements in electrical and telegraphic science. A collection of instruments such as this possesses a value apart from its intrinsic worth, as by its means the student of telegraphy can trace the giant strides which have been made by men of science, many of whom have long since passed over to the "silent majority." In bringing the subject to its present state of perfection, and he is further enabled to acquire an intimate knowledge of the theory and practice of the various systems represented which years of more reading would fail to accomplish. The colony has to be congratulated upon the possession of such an interesting and instructive collection.

The Pan-Presbyterian Council Sunday-school report of Philadelphia shows a total of 1,604,613 teachers, with 12,000,070 scholars. Of the total number of scholars, 6,623,134 are in the United States, 3,800,000 in England and Wales, 494,033 in Scotland, and 320,920 in Ireland.

It will be seen by the foregoing statement that the progress of the construction of our line has been maintained at a wonderfully rapid pace; and when it is remembered that many difficulties, inseparable from carrying out works of this kind over mountainous and sparsely timbered country, across extensive plains, and over wide rivers, have continually presented themselves,

we think we can lay claim to having built up our network of wires, extending now throughout the whole length and breadth of our colony, in a manner which will bear favourable comparison with similar operations upon the part of our telegraphic administration in the world. We have not the means at hand of supplying all the figures necessary to support our claim in this direction; but the following comparative statement will show the extent to which telegraphic construction had advanced in each of the adjacent colonies at the end of 1878:—

New South Wales	12,832 miles of wire
Victoria	5,836
"South Australia"	6,737
"Western Australia"	1,788
"Ireland"	983
New Zealand	925
Queensland	8,163

Including the Port Darwin line.

This statement, compiled from official reports, serves to show that, so far as the sister colonies are concerned, our progress has been much greater than that of any of our neighbours; and when it is remembered that, in some instances (notably that of Victoria), we did not commence operations until a year or so after them, we think we may reasonably congratulate ourselves and, at the same time, record our meed of praise to those under whom our telegraph works have been carried out.

The lines are for the most part constructed of aspens of iron bark, stringybark, box-pine, bloodwood, and other kinds of wood, 28 feet long and 12 inches diameter at the base, iron bark and stringybark being preferred.

The wire is extra "best, best;" for the long circuits No. 6, and for shorter circuits, any under 300 miles, No. 8 is generally adopted. The instruments are "Morse," quadruplex, Siemens' and Wheatstone's alphabetical for private lines. The lines above the railway are at a height of 100 feet, and have been found to stand very well. They are adopted principally in consequence of the damage caused by fire from the locomotives in the summer igniting the grass and destroying the wooden poles. The insulation is white porcelain double umbrella insulator being preferred.

On the 9th of November, 1861, the line was completed between Sydney and Brisbane, and we are now in daily communication with the whole of the settled districts of that colony, extending as far as its northern coastal extremity, at the head of the Gulf of Carpentaria, as well as far into its western interior.

We must now refer to the most important epoch in the history of Australian telegraphy—namely, the opening up of communication with Europe. Many years passed away between the inception of the idea and its ultimate successful realization, and many proposals were made from time to time to carry it out; but it was reserved for the spirited exertions of South Australia and the Eastern Extension Telegraph Company, of London, to make it an accomplished fact: the system is especially adapted for lengthy Press messages—such as are nightly transmitted over the lines in England and the Continent—required to be sent over many different circuits, and the time saved by this system, in these cases, is, no doubt, enormous; indeed, it is questionable whether the immense amount of work of this class in England could be done at all in the few hours allotted to it, without the aid of this admirable system.

It was, however, found to be expensive for ordinary traffic, and it was, therefore, deemed expedient to suspend its further adoption until such time as the traffic should comprise that particular kind of work which we have alluded to, and for which the automatic system is so pre-eminently adapted. The concessions which have lately been made in the charge for Press messages have, of course, very largely increased the amount of work which the department is called upon to perform; and the time may not be far distant when these instruments will be as indispensable to us as we have already pointed out they are to the telegraphic administrations of England where there are large centres of population.

In 1876 Mr. Cricknell again visited Europe; and, deeply impressed with the necessity which existed for increasing the carrying capacity of our lines, without increasing our expenditure by the construction of new ones; and, at the same time, accelerating the speed with which we transmitted our business, he directed his attention to the means adopted in the various countries through which he travelled to meet that necessity. After a careful examination of all the new systems which had been introduced since his last visit, he arrived at the conclusion that the quadruplex arrangement of Gerrit Smith and Mr. Prescott, both of the Western Union Telegraph Company, of New York, was the system most likely to fulfil the object which he had in view, and in the following year Mr. Prescott and Mr. Cricknell, by carrying a line 2,000 miles in length through unclaimed country, and at a cost of £100 per mile, which it looks single-handed, and the latter, by laying a cable, then unashamedly by any of the colonists from Singapore to Port Darwin, at the point of connection with the land line of Australia. The cable was completed before the line through the South Australian territory was ready, so that messages had to be conveyed by horse express over the unfinished part of the work; but on the 21st of October, 1872, complete communication was established, and with the exception of some breaks in the cable and on the overland line, has remained in good working order ever since, adding, no doubt, in a very large measure, to the material advancement of the colony generally, both politically and commercially.

The advantages which resulted from the opening of international communication were very soon found to be enormous, more especially in our commercial relations with other parts of the world; and the temporary interruptions to which we have just referred proved to be attended by so large an amount of serious inconvenience that the question of duplicating the line was forcibly brought before the notice of the various Governments concerned, and resulted in the formation of the single cables of the Eastern Extension Telegraph Company being doubled, leaving only that portion of the line between Adelaide and Port Darwin as a single wire. The duplication of the cables was completed in 1879, for the colonies of New South Wales, Victoria, South Australia, and Western Australia jointly pay, in proportion to their respective populations, the sum of £22,400 per annum to the cable company. Since the completion of the work no serious interruption has occurred, and the wisdom of the action taken to bring about so desirable a result has been abundantly manifested.

Next in importance to the completion of international communication, the establishment of the line to New Zealand—in which New South Wales again took a prominent part—must be placed. This work was undertaken by the same company, upon payment of an annual subsidy of £7,500 by the colonies of New South Wales and New Zealand. The operation of laying the cable from La Perouse, Botany Bay, to Wakapaka, New Zealand, a distance of 1,262 knots was commenced at the former place on the 9th February, 1879, by the ships of the Telegraph Construction and Maintenance Company, Hibberd and Edinburgh, and was completed 10 days afterwards. To New Zealand this work was of the greatest importance, inasmuch as it spanned the breach which shut her out from the rest of the world.

In 1865-66 Mr. Cricknell paid a visit to Europe and America; and amongst other improvements which he was thus enabled to introduce here, and to which we shall have occasion to refer more particularly hereafter, was the substitution, wherever practicable, of iron for wooden poles, especially along the route of our railway lines.

Whilst every regard has been paid to the durability of the supports, equal care has been bestowed on the character of the conducting wire and its insulation.

As an instance of the general good quality of our conducting wires, the excellent state of order, as regards their insulation, in which they have been maintained, and the favourable climatic influences under which our lines are enabled to be worked, it may be mentioned that the length of our direct-working circuits is much greater than that of either England or America, and probably also that of Europe. In those countries the circuits, as a rule, are confined to limits of about 300 miles, rendering the use of "repeaters" frequent and necessary, and therefore increasing considerably the working expenses of the various lines. With us, on the other hand, we have been able to economize our expenditure to a large extent by working direct to much longer distances. On our main Southern line we work a duplex system to Melbourne, 600 miles; to any two places, and not a time interval, as the staff and ticket system only provides; so with the former absolute safety exists from collision by meeting or following trains.

We cannot better conclude our remarks upon the various systems which have been adopted than by referring to the very interesting collection of telegraphic apparatus which was exhibited by our Telegraph Department at the Garden Palace, and is now being exhibited in the New South Wales Court at the Melbourne Exhibition. This collection is admitted to be the most perfect exhibit of the kind ever seen in the Southern Hemisphere, and comprises specimens of all the principal telegraphic instruments which have been used from the old five-needle instrument of Cook and Wheatestone, when five wires were necessary to send one message, up to the Cowper writing telegraph instrument patented in 1879, by which means the sender of the message to a distant station can write his despatch with his own pencil, which message will be reproduced at the receiving station, including in the series the alphabetical Morse, type-printing, automatic, and other systems, as well as the latest achievements in electrical and telegraphic science. A collection of instruments such as this possesses a value apart from its intrinsic worth, as by its means the student of telegraphy can trace the giant strides which have been made by men of science, many of whom have long since passed over to the "silent majority." In bringing the subject to its present state of perfection, and he is further enabled to acquire an intimate knowledge of the theory and practice of the various systems represented which years of more reading would fail to accomplish. The colony has to be congratulated upon the possession of such an interesting and instructive collection.

The Pan-Presbyterian Council Sunday-school report of Philadelphia shows a total of 1,604,613 teachers, with 12,000,070 scholars. Of the total number of scholars, 6,623,134 are in the United States, 3,800,000 in England and Wales, 494,033 in Scotland, and 320,920 in Ireland.

It will be seen by the foregoing statement that the progress of the construction of our line has been maintained at a wonderfully rapid pace; and when it is remembered that many difficulties, inseparable from carrying out works of this kind over mountainous and sparsely timbered country, across extensive plains, and over wide rivers, have continually presented themselves,

working the lines was the "Morse," now so generally known and almost universally adopted; and it has continued to maintain the preference on all our principal lines, with the exception of a short period when the magnetic Morse instruments were introduced upon the part of our telegraphic administration in the world.

We have not the means at hand of supplying all the figures necessary to support our claim in this direction; but the following comparative statement will show the extent to which telegraphic construction had advanced in each of the adjacent colonies at the end of 1878:—

New South Wales	12,832 miles of wire
Victoria	5,836
"South Australia"	6,737
"Western Australia"	1,788
"Ireland"	983
New Zealand	925
Queensland	8,163

Including the Port Darwin line.

This statement, compiled from official reports, serves to show that, so far as the sister colonies are concerned, our progress has been much greater than that of any of our neighbours; and when it is remembered that, in some instances (notably that of Victoria), we did not commence operations until a year or so after them, we think we may reasonably congratulate ourselves and, at the same time, record our meed of praise to those under whom our telegraph works have been carried out.

The lines are for the most part constructed of aspens of iron bark, stringybark, box-pine, bloodwood, and other kinds of wood, 28 feet long and 12 inches diameter at the base, iron bark and stringybark being preferred.

The wire is extra "best, best;" for the long circuits No. 6, and for shorter circuits, any under 300 miles, No. 8 is generally adopted.

The instruments are "Morse," quadruplex, Siemens' and Wheatstone's alphabetical for private lines.

The lines above the railway are at a height of 100 feet, and have been found to stand very well.

They are adopted principally in consequence of the damage caused by fire from the locomotives in the summer igniting the grass and destroying the wooden poles. The insulation is white porcelain double umbrella insulator being preferred.

On the 9th of November, 1861, the line was completed between Sydney and Brisbane, and we are now in daily communication with the whole of the settled districts of that colony, extending as far as its northern coastal extremity, at the head of the Gulf of Carpentaria, as well as far into its western interior.

We must now refer to the most important epoch in the history of Australian telegraphy—namely, the opening up of communication with Europe. Many years passed away between the inception of the idea and its ultimate successful realization, and many proposals were made from time to time to carry it out; but it was reserved for the spirited exertions of South Australia and the Eastern Extension Telegraph Company, of London, to make it an accomplished fact: the system is especially adapted for lengthy Press messages—such as are nightly transmitted over the lines in England and the Continent—required to be sent over many different circuits, and the time saved by this system, in these cases, is, no doubt, enormous; indeed, it is questionable whether the immense amount of work of this class in England could be done at all in the few hours allotted to it, without the aid of this admirable system.

It was, however, found to be expensive for ordinary traffic, and it was, therefore, deemed expedient to suspend its further adoption until such time as the traffic should comprise that particular kind of work which we have alluded to, and for which the automatic system is so pre-eminently adapted.

The concessions which have lately been made in the charge for Press messages have, of course, very largely increased the amount of work which the department is called upon to perform; and the time may not be far distant when these instruments will be as indispensable to us as we have already pointed out they are to the telegraphic administrations of England where there are large centres of population.

In 1876 Mr. Cricknell again visited Europe;

and, deeply impressed with the necessity which existed for increasing the carrying capacity of our lines, without increasing our expenditure by the construction of new ones; and, at the same time, accelerating the speed with which we transmitted our business, he directed his attention to the means adopted in the various countries through which he travelled to meet that necessity. After a careful examination of all the new systems which had been introduced since his last visit, he arrived at the conclusion that the quadruplex arrangement of Gerrit Smith and Mr. Prescott, both of the Western Union Telegraph Company, of New York, was the system most likely to fulfil the object which he had in view, and in the following year Mr. Prescott and Mr. Cricknell, by carrying a line 2,000 miles in length through unclaimed country, and at a cost of £100 per mile, which it looks single-handed, and the latter, by laying a cable, then unashamedly by any of the colonists from Singapore to Port Darwin, at the point of connection with the land line of Australia. The cable was completed before the line through the South Australian territory was ready, so that messages had to be conveyed by horse express over the unfinished part of the work; but on the 21st of October, 1872, complete communication was established, and with the exception of some breaks in the cable and on the overland line, has remained in good working order ever since, adding, no doubt, in a very large measure, to the material advancement of the colony generally, both politically and commercially.

The advantages which resulted from the opening of international communication were very soon found to be enormous, more especially in our commercial relations with other parts of the world; and the temporary interruptions to which we have just referred proved to be

Auction Sales.

WEDNESDAY, 24th NOVEMBER.
ORDER OF SALE
BY SYDNEY PROPERTY to be sold by Public Auction, at their Rooms, 153 Pitt-street, at 11 o'clock, THIS DAY, 24th NOVEMBER.

HARDIE and GORMAN.

CITY PROPERTY,
GEORGE-STREET.
COMMODIOUS and FAITHFULLY-BUILT STORES, for many years occupied by Messrs. SCOTT, HENDERSON, and CO., and now belonging to Mr. ELLIOT GIRARD, and others, and situate in GEORGE-STREET, between the Post Office and Hunter-street.

SURRY HILLS,
DENMAN-STREET.
BRICK HOUSE, No. 41, BRICK-STEET, situated adjoining the Cross Roads, and having 14 feet frontage by depth of 50 feet; to land at rear.

SURRY HILLS,
MABLEBOURG-
STREET.
GOOD DWELLING-HOUSE, known as No. 31, MARLBOROUGH-STREET, put up for Dwelling-house, with verandah, washhouse, &c., verandah and garden. Land has 16 feet frontage by 51 feet deep to land at rear.

BURR HILLS,
ELLIOT and MARY-
STREETS.
FOREST LODGE,
ADA-TERRACE.
FOREST LODGE,
ST. JOHN'S ROAD.
MARRICKVILLE,
Elmwood Road.

ST. PETERS,
COOK'S RIVER ROAD.

PEPERSHAM,
RAILWAY-STREET.
CROYDON,
LIVERPOOL ROAD.

ULTIMO,
HARRIS-STREET.
ULTIMO,
CROWN-STREET.

PADDINGTON,
WINDSOR-STREET.
AUBURN,
CHISHOLM ESTATE.

BONDI,
BONDI ESTATE.

WAVERLEY,
CLEARING CROSS.

WAVERLEY,
Nelson Bay Road.

WAVERLEY,
Nelson Road.

LINDEN,
Railway Station.

MANNING RIVER.

HARDIE and GORMAN.

GEORGE-STREET INVESTMENT.

THIS DAY, 24th NOVEMBER, we will sell by public auction, at our Rooms, Pitt-street, THOSE CAPACIOUS STONE-BUILT STORES, occupied by Mr. C. H. CHISHOLM, and others, producing a net rental of over £500 yearly.

HARDIE and GORMAN.
LANDOWNER STEAM MILLS,
TANNING RIVER.

FOR SALE BY PUBLIC AUCTION.

HARDIE and GORMAN have received instructions from ROBERT CHADWICK, Esq., to sell by PUBLIC AUCTION, at their Rooms, 153 Pitt-street, Sydney, at 11 o'clock.

THIS DAY, 24th NOVEMBER.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45 feet frontage to Nelson's Bay Road, and consisting of 180 acres, with 100 acres of woodland, and 10 allotments.

LOT 5, 6, 7, 8, and 9, of a subdivision at WAVERLEY, each being 45 feet frontage to NELSON ROAD, by depth of 130 feet.

MOUNTAIN SITE, containing an area of 45 acres, and 200 feet frontage to Winder-street.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45 feet frontage to Nelson's Bay Road, and consisting of 180 acres, with 100 acres of woodland, and 10 allotments.

LOT 5, 6, 7, 8, and 9, of a subdivision at WAVERLEY, each being 45 feet frontage to NELSON ROAD, by depth of 130 feet.

MOUNTAIN SITE, containing an area of 45 acres, and 200 feet frontage to Winder-street.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45 feet frontage to Nelson's Bay Road, and consisting of 180 acres, with 100 acres of woodland, and 10 allotments.

LOT 5, 6, 7, 8, and 9, of a subdivision at WAVERLEY, each being 45 feet frontage to NELSON ROAD, by depth of 130 feet.

MOUNTAIN SITE, containing an area of 45 acres, and 200 feet frontage to Winder-street.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45 feet frontage to Nelson's Bay Road, and consisting of 180 acres, with 100 acres of woodland, and 10 allotments.

LOT 5, 6, 7, 8, and 9, of a subdivision at WAVERLEY, each being 45 feet frontage to NELSON ROAD, by depth of 130 feet.

MOUNTAIN SITE, containing an area of 45 acres, and 200 feet frontage to Winder-street.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45 feet frontage to Nelson's Bay Road, and consisting of 180 acres, with 100 acres of woodland, and 10 allotments.

LOT 5, 6, 7, 8, and 9, of a subdivision at WAVERLEY, each being 45 feet frontage to NELSON ROAD, by depth of 130 feet.

MOUNTAIN SITE, containing an area of 45 acres, and 200 feet frontage to Winder-street.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45 feet frontage to Nelson's Bay Road, and consisting of 180 acres, with 100 acres of woodland, and 10 allotments.

LOT 5, 6, 7, 8, and 9, of a subdivision at WAVERLEY, each being 45 feet frontage to NELSON ROAD, by depth of 130 feet.

MOUNTAIN SITE, containing an area of 45 acres, and 200 feet frontage to Winder-street.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45 feet frontage to Nelson's Bay Road, and consisting of 180 acres, with 100 acres of woodland, and 10 allotments.

LOT 5, 6, 7, 8, and 9, of a subdivision at WAVERLEY, each being 45 feet frontage to NELSON ROAD, by depth of 130 feet.

MOUNTAIN SITE, containing an area of 45 acres, and 200 feet frontage to Winder-street.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45 feet frontage to Nelson's Bay Road, and consisting of 180 acres, with 100 acres of woodland, and 10 allotments.

LOT 5, 6, 7, 8, and 9, of a subdivision at WAVERLEY, each being 45 feet frontage to NELSON ROAD, by depth of 130 feet.

MOUNTAIN SITE, containing an area of 45 acres, and 200 feet frontage to Winder-street.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45 feet frontage to Nelson's Bay Road, and consisting of 180 acres, with 100 acres of woodland, and 10 allotments.

LOT 5, 6, 7, 8, and 9, of a subdivision at WAVERLEY, each being 45 feet frontage to NELSON ROAD, by depth of 130 feet.

MOUNTAIN SITE, containing an area of 45 acres, and 200 feet frontage to Winder-street.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45 feet frontage to Nelson's Bay Road, and consisting of 180 acres, with 100 acres of woodland, and 10 allotments.

LOT 5, 6, 7, 8, and 9, of a subdivision at WAVERLEY, each being 45 feet frontage to NELSON ROAD, by depth of 130 feet.

MOUNTAIN SITE, containing an area of 45 acres, and 200 feet frontage to Winder-street.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45 feet frontage to Nelson's Bay Road, and consisting of 180 acres, with 100 acres of woodland, and 10 allotments.

LOT 5, 6, 7, 8, and 9, of a subdivision at WAVERLEY, each being 45 feet frontage to NELSON ROAD, by depth of 130 feet.

MOUNTAIN SITE, containing an area of 45 acres, and 200 feet frontage to Winder-street.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45 feet frontage to Nelson's Bay Road, and consisting of 180 acres, with 100 acres of woodland, and 10 allotments.

LOT 5, 6, 7, 8, and 9, of a subdivision at WAVERLEY, each being 45 feet frontage to NELSON ROAD, by depth of 130 feet.

MOUNTAIN SITE, containing an area of 45 acres, and 200 feet frontage to Winder-street.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45 feet frontage to Nelson's Bay Road, and consisting of 180 acres, with 100 acres of woodland, and 10 allotments.

LOT 5, 6, 7, 8, and 9, of a subdivision at WAVERLEY, each being 45 feet frontage to NELSON ROAD, by depth of 130 feet.

MOUNTAIN SITE, containing an area of 45 acres, and 200 feet frontage to Winder-street.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45 feet frontage to Nelson's Bay Road, and consisting of 180 acres, with 100 acres of woodland, and 10 allotments.

LOT 5, 6, 7, 8, and 9, of a subdivision at WAVERLEY, each being 45 feet frontage to NELSON ROAD, by depth of 130 feet.

MOUNTAIN SITE, containing an area of 45 acres, and 200 feet frontage to Winder-street.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45 feet frontage to Nelson's Bay Road, and consisting of 180 acres, with 100 acres of woodland, and 10 allotments.

LOT 5, 6, 7, 8, and 9, of a subdivision at WAVERLEY, each being 45 feet frontage to NELSON ROAD, by depth of 130 feet.

MOUNTAIN SITE, containing an area of 45 acres, and 200 feet frontage to Winder-street.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45 feet frontage to Nelson's Bay Road, and consisting of 180 acres, with 100 acres of woodland, and 10 allotments.

LOT 5, 6, 7, 8, and 9, of a subdivision at WAVERLEY, each being 45 feet frontage to NELSON ROAD, by depth of 130 feet.

MOUNTAIN SITE, containing an area of 45 acres, and 200 feet frontage to Winder-street.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45 feet frontage to Nelson's Bay Road, and consisting of 180 acres, with 100 acres of woodland, and 10 allotments.

LOT 5, 6, 7, 8, and 9, of a subdivision at WAVERLEY, each being 45 feet frontage to NELSON ROAD, by depth of 130 feet.

MOUNTAIN SITE, containing an area of 45 acres, and 200 feet frontage to Winder-street.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45 feet frontage to Nelson's Bay Road, and consisting of 180 acres, with 100 acres of woodland, and 10 allotments.

LOT 5, 6, 7, 8, and 9, of a subdivision at WAVERLEY, each being 45 feet frontage to NELSON ROAD, by depth of 130 feet.

MOUNTAIN SITE, containing an area of 45 acres, and 200 feet frontage to Winder-street.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45 feet frontage to Nelson's Bay Road, and consisting of 180 acres, with 100 acres of woodland, and 10 allotments.

LOT 5, 6, 7, 8, and 9, of a subdivision at WAVERLEY, each being 45 feet frontage to NELSON ROAD, by depth of 130 feet.

MOUNTAIN SITE, containing an area of 45 acres, and 200 feet frontage to Winder-street.

THE OLD ROBIN HOOD HOTEL, situated at the corner of the WAVERLEY TRAMWAY and the ILMA ROAD, built of brick, shingled roof, containing 3 bedrooms, &c., 26x30 feet, 20 feet frontage to Winder-street, by depth of 103 feet.

GOOD BLOCK of LAND, having 45

Auction Sales.

INSOLVENT ESTATE of SUSANNAH JANE RUSSELL.
THIS DAY, 26th instant, at 11 o'clock.

SUPERIOR AND USEFUL HOUSEHOLD FURNITURE and EFFECTS.

PLATE GLASS MARBLE-SLAB CHIFFONIER
HALL STAND
TABLES, Dining, Loo, and Occasional Tables, Couches
PLATED-WARE, Glassware, Electroplated-ware
Splendid CARPETS

OLD CHINA
AUSTRIAN CHAIRS

Pictures, Ornaments, Whiskets, Cornice Poles, Clocks
Furniture and other from Bedsteads and Bedding
Bed Linen
Cheats Drawers, Marble Washstands
Bedroom Furniture
Kitchen Utensils, &c.

H. VAUGHAN has received instructions from the
Official Assignee to sell by auction, on the premises, 191,
Macquarie-street North,
the above.

Without reserve.

On view THIS DAY, morning of.

On the premises, JOHNSTON'S FAMILY HOTEL, corner Cleve-
land-street and Newtown Road, Darlington.

THURSDAY, 25th instant, at 11 o'clock.

LEASE, about 4 years to run; rent only \$3 per week

Licence Good will

Lot 1, Pitt-street.

Stock-in-trade—Ales, Wines and Spirits

HOUSEHOLD FURNITURE and EFFECTS,

Also

House, Double-decked Buggy and Harness.

H. VAUGHAN has received instructions from Mr.

Greene, to sell by auction.

The above.

Terms, cash.

SUPERIOR LONDON-MADE JEWELLERY.

GENT'S and LADIES' WATCHES, &c.

By Order of the Consignees.

Also

EXHIBITION SHOW-CASES.

STUBBS and CO. will sell by auction, at the ROOMS,

THE DAY, WEDNESDAY, at 11 o'clock.

1 package, containing an assortment of elegant London-made fine Jewelry, in the newest style,

BRACELETS, EARRINGS, CHAINS

GOLD KEYLESS WATCHES, by EMINENT MAKERS

STERLING SILVER LOCKETS, &c., &c.

SHOW-CASES, SHOW-STANDS, &c.

Full particulars at sale.

HOUSEHOLD FURNITURE and EFFECTS.

THURSDAY, 25th NOVEMBER,
at 11 o'clock.

DRAWING-ROOM SUITES, CANE CHAIRS

LIVING-ROOM SUITES, CARPET

GLASS, PICTURES

MARBLE TOPS, SHELVING MACHINES

OF TABLES, CHIFFONIERS

H. H. COUCH and CHAIR, WHATNOTS

DINING-ROOM SERVICES

GLASSWARE, FROM THE EXHIBITION.

SUNDRIES, &c., &c.

J. W. CAMPBELL and CO. have received instructions to sell by PUBLIC AUCTION, at their ROOMS, 114, PITTS-
STREET, ON THIS DAY, the 25th NOVEMBER, at 11 o'clock.

The above-mentioned Household furniture and effects, removed to the Rooms for convenience of sale.

WITHOUT RESERVE.

THIS DAY, at 2.30 p.m.

IN ONE LOT.

THE OLD BUILDINGS as they now stand.

127 and 129, ELIZABETH-STREET, and 144 and 146,
CASTLE-ROCK-STREET, near MARSH-STEET.

W. PRITCHARD has received instructions to sell by

AUCTION, ON THE GROUND,
THIS DAY, WEDNESDAY, November 24, at 2.30.

The abovementioned Buildings, consisting of

BRICKS and SASHES

JOISTS and FLOORING BOARDS

SCANTLING and LININGS

IRON, LEAD, and SUNDRIES.

TERMS, CASH, NO RESERVE.

PARRAMATTA RAILWAY STATION.

A FORTUNE TO THE BUYER.

SPLENDID BUSINESS SITE.

CORNER POSITION, TAYLOR and DARCY STREETS,
FACING THE RAILWAY ENTRANCE GATES.

WELL-BUILT COTTAGE RESIDENCE.

BEST HOTEL SITE IN THE TOWN.

MILLS, FILE, and GILCHRIST have been in-
structed by MR. THOMAS POLLACK, to sell by auction,

on the Grounds, 114, PITTS-
STREET, at 11 o'clock.

THIS DAY, WEDNESDAY, November 24, at 11 o'clock.

THE VERY VALUABLE property, comprising the COT-
TAGE and LAND, at present occupied by the proprietor
as a private residence.

THE COTTAGE contains 8 rooms, kitchen, and bathroom, and has a large frontage to TAYLOR-STREET, and 150
feet to DARCY-STREET; the whole well enclosed, and subdivided into flower garden, yard, fruit and vegetable gardens.

THE COTTAGE is in an exceptionally fine position for a business as a store, butcher's shop, or hotel.

THE COTTAGE is back from the street, and there is ample room for 2 grand shop fronts.

THE RECENT ALTERATIONS to the GOVERNMENT of
DARCY-STREET have not been completed.

THE CONSTRUCTION and enlargement of the GOODS YARD and the new STATION, now being built on the north side of the line directly facing this property, will enable it to triple its value during the next few years, and the cost of Government, and thus the only corner you can be in this locality, will be first-class.

Terms, at sale.

THURSDAY, 25th instant.

THE NEW MARINE TOWNSHIP,
NEWPORT.

THE HEAD of PITTMATER,
WITHIN EASY DISTANCE of MANLY.

THE PORT of the MAGNIFICENT HAWTHORPE.

THE RIVER of AUSTRALIA.

In consequence of PRINCE OF WALES' BIRTHDAY not having so stormy, so that the advertised sale and picnic did not take place.

MILLS, FILE, and GILCHRIST have received in-
structions to sell on a special day.

TUESDAY, 25th INSTANT.

AT THEIR ROOMS, 114, PITTS-
STREET, of the NEW MACHINE TOWNSHIP of NEWPORT,
which has been laid out in a grand scale, having
STREETS 60 FEET and 100 FEET in width.

THE ALLOTMENTS range EACH 66 FEET FRONTAGE,
and 300 to 500 FEET in depth.

They have frontages to the RIVER of PITTMATER.

THE GOVERNMENT have secured a splendid block in THE
TOWNSHIP for a PUBLIC SCHOOL.

A CAPITAL SITE has been reserved for POST and TELE-
GRAPH OFFICES.

NEWPORT possesses the following advantages:

IT IS NEARLY 10 MILES from the GREAT BEACH, at the
head of Pittwater Bay, between Headland and

has extensive frontage to the deep waters of PITTMATER.

THE RIVER of PITTMATER STEAMERS for BRISBANE
and the Hawkesbury start from the NEWPORT WHARF.

THE SCENERY is beautiful in the extreme, the
views from the adjacent mountains are most extensive,
the vegetation superb.

IT WILL be the head centre of YACHTING and
FISHING PARTIES.

PROOF of its prospects, it may be mentioned that although the HOTEL (now an accommodation house) is
not yet open, it has taken 120 guests in ONE MONTH.

THE GOVERNMENT BLOCKS, situated
just beyond the lagoon on the old Pittwater Head,

LOT 207 ... 100 ft. 6. 15.

LOT 208 ... 100 ft. 6. 15.

TERMS, 25 per cent. Deposit, balance on completion.

TITLE FIRST-CLASS.

RAILWAY STATION, PETERSHAM,
ON THE GROUND.

TEMLYAR CRESCEENT
AND NELSON-STREET.

5 SPLENDID VILLA SITES,
Within 3 miles' walk of the
PETERSHAM RAILWAY STATION.

FRONTING THE RAILWAY LINE.

MILLS, FILE, and GILCHRIST have received in-
structions to sell by auction.

ON THE GROUND.

SATURDAY, 27th NOVEMBER.

RAILWAY STATION, PETERSHAM,
ON THE GROUND.

Funerals.

THIS FRIENDS OF MR. GEORGE DASION are respectfully invited to attend the funeral of their beloved DAUGHTER, Harriet Lucy Madamion, to move from No. 9, Hopewell-street, Paddington, THIS (Wednesday) MORNING, at 10 o'clock, to the Ashfield Station, in Darlaston, No. 2, Brisbane-street, one door from Oxford-street.

THE FRIENDS OF MRS. ESTHER PORTER are respectfully invited to attend the Funeral of her deceased beloved Husband, Mr. Christopher Porter, who died on Nov. 4, Glebe, and whose remains were interred at the Cemetery, FALCONER, 24th instant, at 2 o'clock, to the Ashfield Cemetery, THOMAS, Undertaker, 111, Victoria-street.

THE MEMBERS OF THE SYDNEY MACHINE WORKERS' UNION are invited to attend the Funeral of their late Member, CHRISTOPHER PORTER, to move from his residence, No. 4, Glebe Roads, THIS AFTERNOON, 21st instant, at 2 o'clock, to the Ashfield Cemetery, THOMAS, Undertaker, 111, Victoria-street.

Miscellaneous.

WANTED, KERSEONE TINS, clean and sound, Apply 40, George-street.

WANTED, 2000 good POSTS and RAILS. Pitching and Nails, 34, Bathurst-street.

WANTED to purchase, a good Patent MANGLE, Apply 41, Alma-street, Darlington.

WANTED to buy or rent medium-sized COTTAGE or VILLA, in quiet street, within easy distance of transit to Sydney, state price or rent, number and size of rooms, ground, No. Address S. J., Post Office.

WANTED KNOWN, unemployed persons can register with the authorities for Employment, through the Commercial Agency, and obtain information concerning introductions gratis where he has been paid. Letters written.

TO M. O. R. B. O. W.—THURSDAY.

The Great Sale, NEWPORT.

ONE TOWNSHIP, FRONTING THE ROAD, EACH 66 FEET FRONTAGE, FROM 200 TO 400 FEET DEEP.

LITERARY TEA,

£5 per week, and Lot.

Balance, 20s per month.

ATTEND THE SALE.

MATRIMONIAL. The Best Place for Weddings Parties is NEWPORT, PITTMATER.

The scenery is grand in the extreme, the walls and corners for Pictures and Groomsmen to picnics are numerous and lovely; besides that is the place.

TO BUY AN ALIMENTUM.

The sale will take place in the Rooms, 114, Pitt-street,

TO-MORROW.

UPSET PRICE, £25 PER BLOCK.

HARDIE and GORMAN, AUCTIONEERS.

CHELTENHAM PARK, BURWOOD.

SALE on the Ground, next SATURDAY AFTERNOON, at 3 o'clock.

Obtain a Litho. and a small sale of this Ultra subdivision. Splendid site in a grand position, and surrounded by first-class properties. The terms are very easy. Previews taken on day of sale, now ready. Title, etc., etc.

RICHARDSON and WRENCH.

Professions, Trades, &c.

ASSISTANT to Leather and Grindery, witness wanted for city. Apply by letter L. G. Henndorf Office.

ASTEADY MAN, with £500, wants to join good paying business. Simmonds Registry, 222, Castlereagh-street.

BODY-MAKER wanted, for country, 11, W. E. Wadie and Son, coach and saddler ironmongers, York-street.

GOOT FINISHERS wanted, for nailed work. C. Hunter's Boot Factory, Castlereagh-street.

GOOT TRADE—Wanted two good MAC HINISTS.

BOOT TRADE—MACHINIST wanted, alibit. Ray.

Woolf, boot shop, Kent Head Road, Paddington.

BOOT TRADE—LAD wanted to join good paying business. Hunter's Boot Factory, Castlereagh-street.

BOOT TRADE—HARDIE and GORMAN, Auctioneers, wanted, for blucher uppers, 10, Pitt-street, Paddington.

BOOT TRADE—BLOCKER wanted—just for hand.

C. Hunter's Boot Factory, Castlereagh-street.

BOOT TRADE—Makers wanted, man's kip, women's and children's E. S. C. Hunter's Factory, Castlereagh-street.

BOOT TRADE—Wanted MAKERS for M. E. S. Condell's Boot Factory, 275, George-street.

BOOT TRADE—Wanted, Makers, Improvers, and Apprentices, Davenport, Brothers, Almon-street.

BOOT TRADE—Wanted young YOUTHS, to block and nail. Hunter's Factory, Riley-street.

CARPENTER Wanted, Standard Brewery, Elizabeth-street.

CARPENTER wanted to lay floors at Ashfield. J. Watson and Son, Royal-wall-street, Petersham.

COOPERS wanted, for Brewers' and general work. John McCormick, Sussex-street.

CONTRACTOR—Wanted, energetic HAND, for whole or partial property; references; well up in country roads. X. Y. Z. Head Office.

CONTRACTOR'S CLERK wanted for the country. One able to measure up and take out quantities. Apply by letter, stating salary, with testimonial to Joseph R. Head Temple Court, King's Lynn.

DRAPEY—A SALESWOMAN wanted, for millinery, sc. J. L. Harder, Pitt-street.

DISPENSER and BOOKKEEPER wanted, Colonial references indispensable. Apply Dr. M'Kay, 15, Church-street.

DRAPEY'S ASSISTANT, nearly four years in present situation, wants Housing, Salary, town or country, salaried position, good references. Apply by letter, sc. Mrs. Head, Pitt-street.

DADVIS Monthly NURSE disengaged; good testimonials; no objection to country or country, A. H., Post Office.

MISS CLARA HAMILTON, Scotch Vocalist, newly arrived from Crystal Palace, is open for ENGAGEMENTS, Pitt-street, near Cannon-street, Balmain.

FRENSH CHIEF COOK—Wanted Engagement; hotel, club, or private family; colonial exp. 103, Castlereagh-street.

FAMILIES requiring Tutors, Governesses, Finishing (holding diplomas), Daily, Resident, and Nurses. Mrs. Head, 17, Pitt-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K. Riley, 10, Castlereagh-street.

FIRMER—WANTED, a respectable COOK, excellent references, Mrs. J. K